



California High-Speed Train Alignments & Stations Screening Evaluation Summary



Los Angeles-to-San Diego- via-Inland Empire Corridor



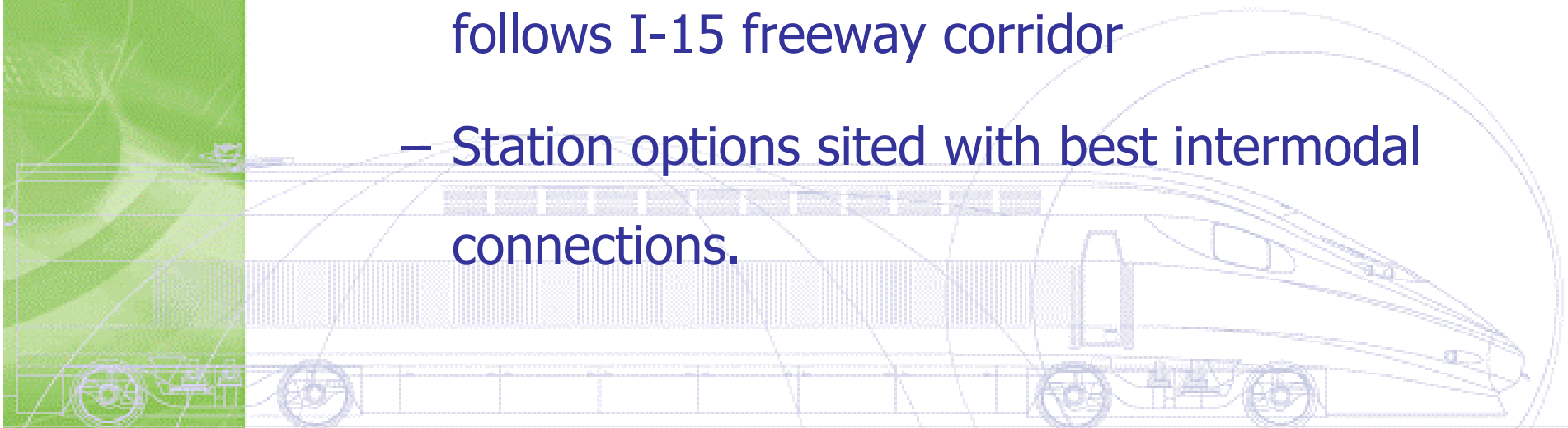
U.S. Department
of Transportation
**Federal Railroad
Administration**

Authority Board Meeting – San Jose
August 1, 2001

Corridor Overview

- **Corridor Description**

- In the dense urban areas of Los Angeles and San Diego, follows existing rail and freeway transportation corridors
- In Riverside to Mira Mesa segment, follows I-15 freeway corridor
- Station options sited with best intermodal connections.



Corridor Overview

- **Corridor Description**

- Statistics, depending on options chosen:

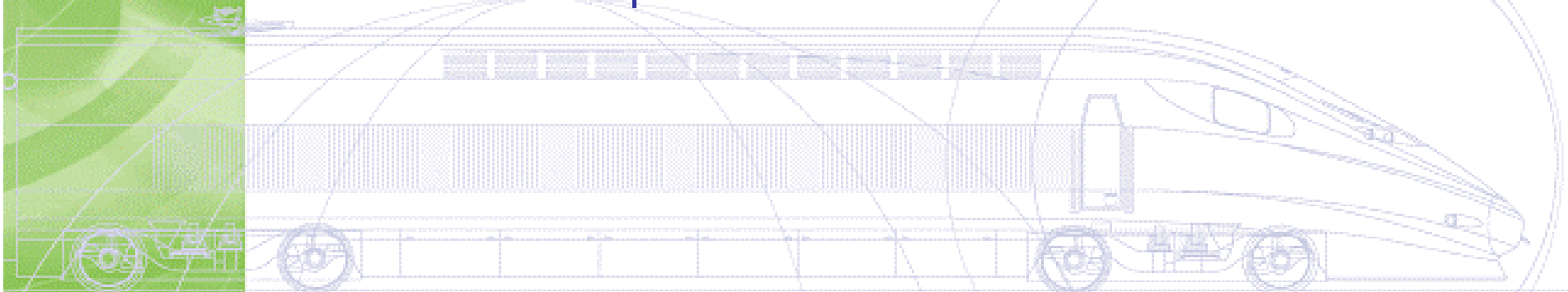
- Travel Times - 53.1 to 87.1 minutes

- Corridor Length - 143.3 to 165.8 miles

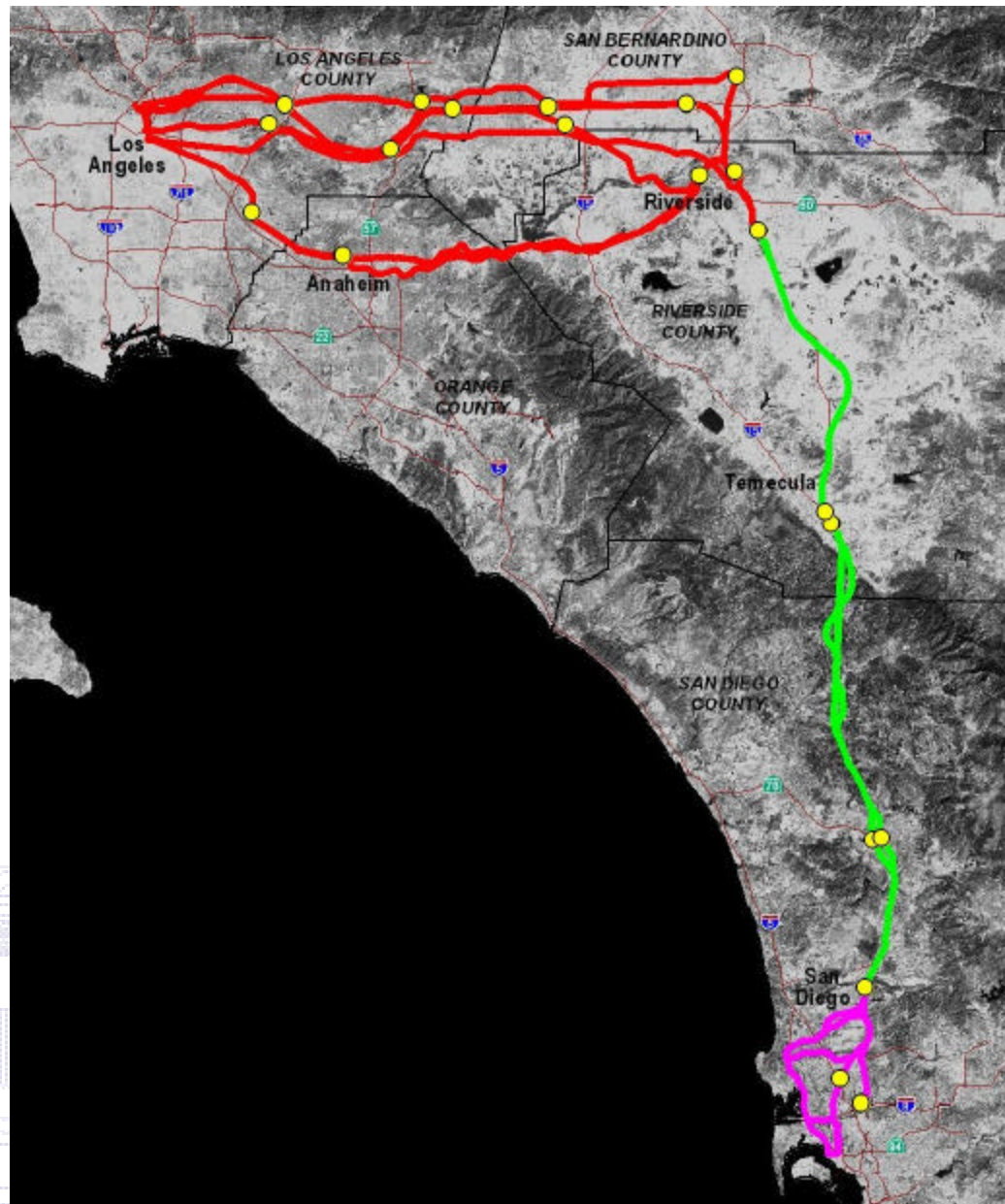
- Population catchment -

- Up to 2.3 million per station

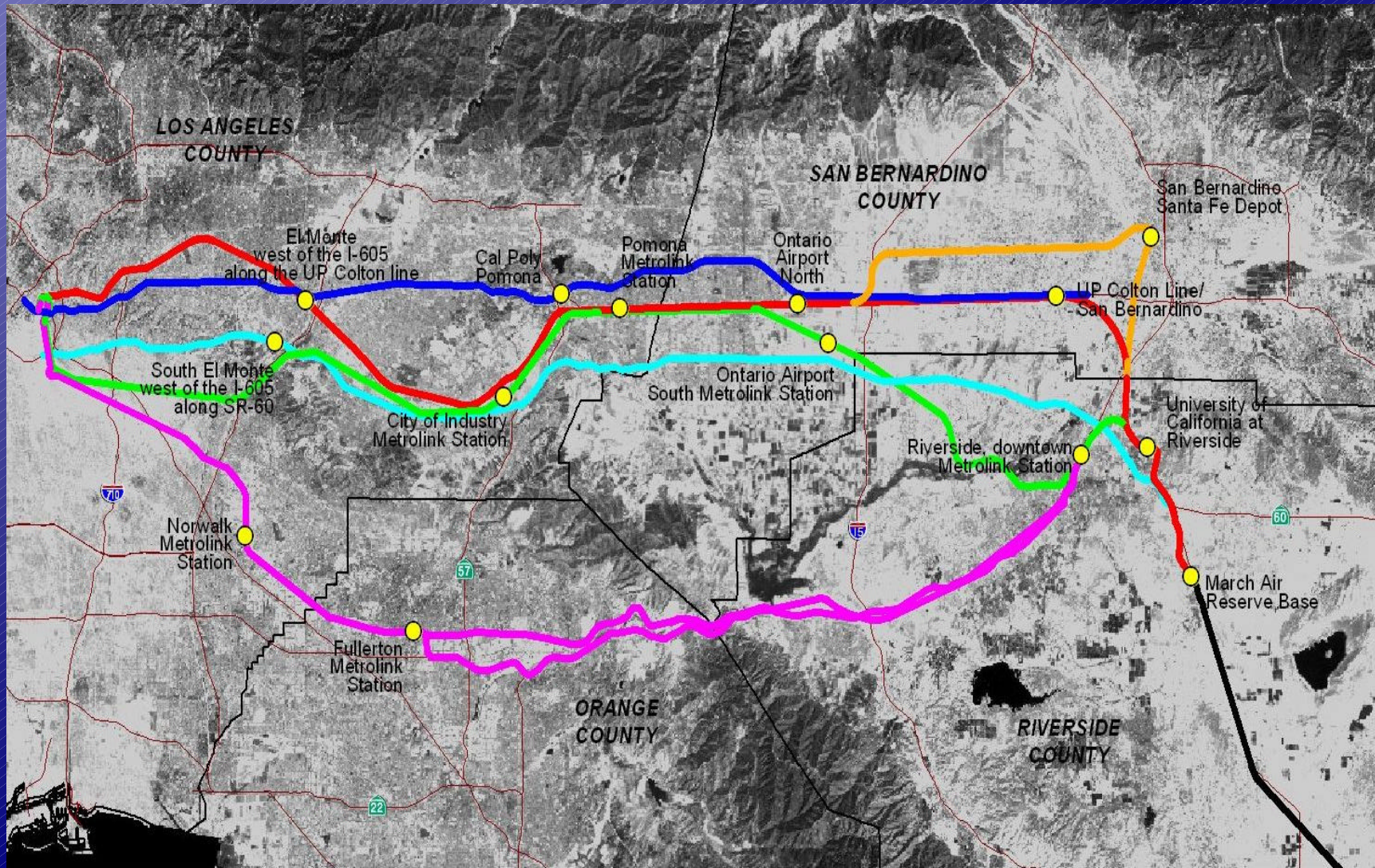
- Up to 15.0 million for corridor



L.A. to San Diego via the Inland Empire Corridor Overview

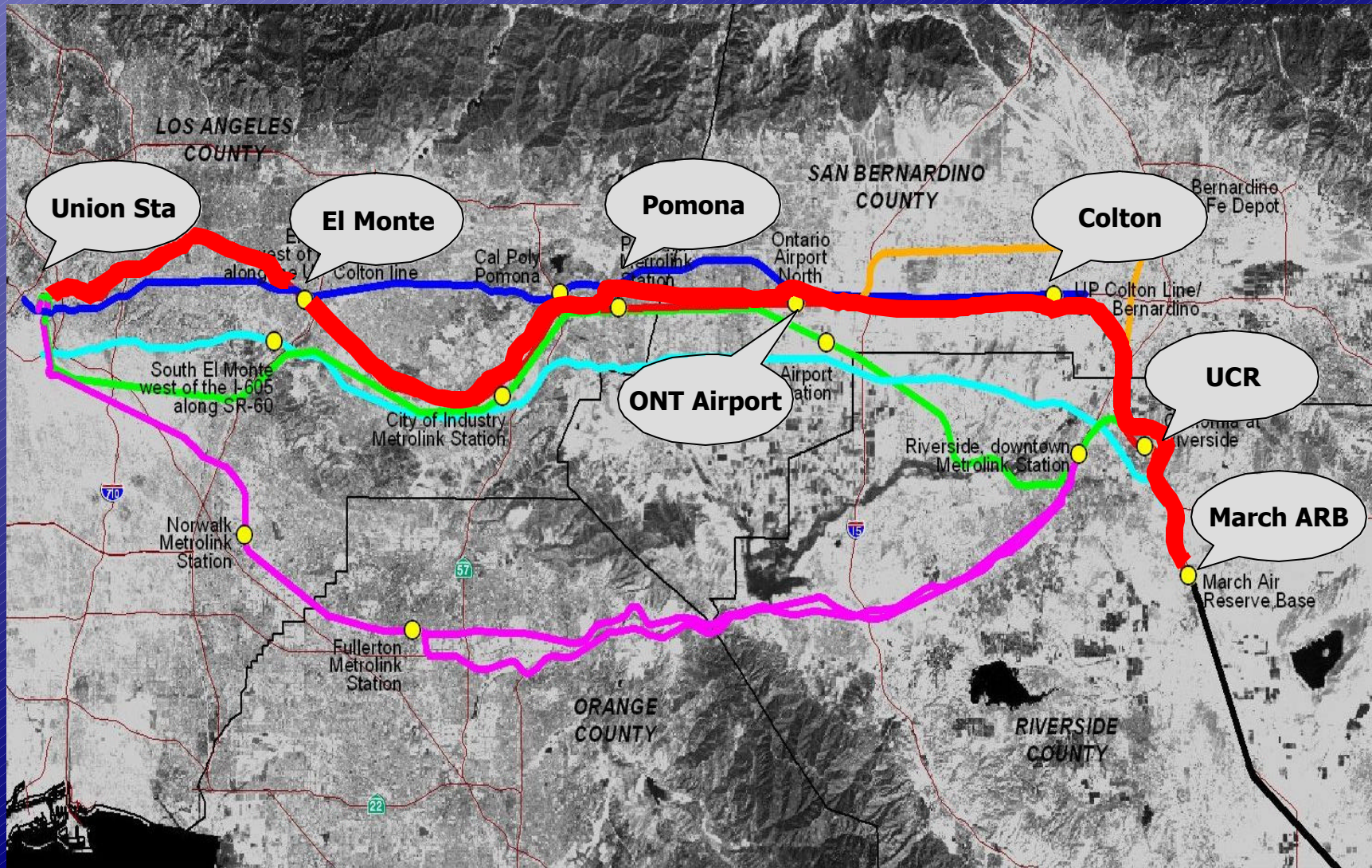


Segment 1 - Los Angeles-to-March ARB



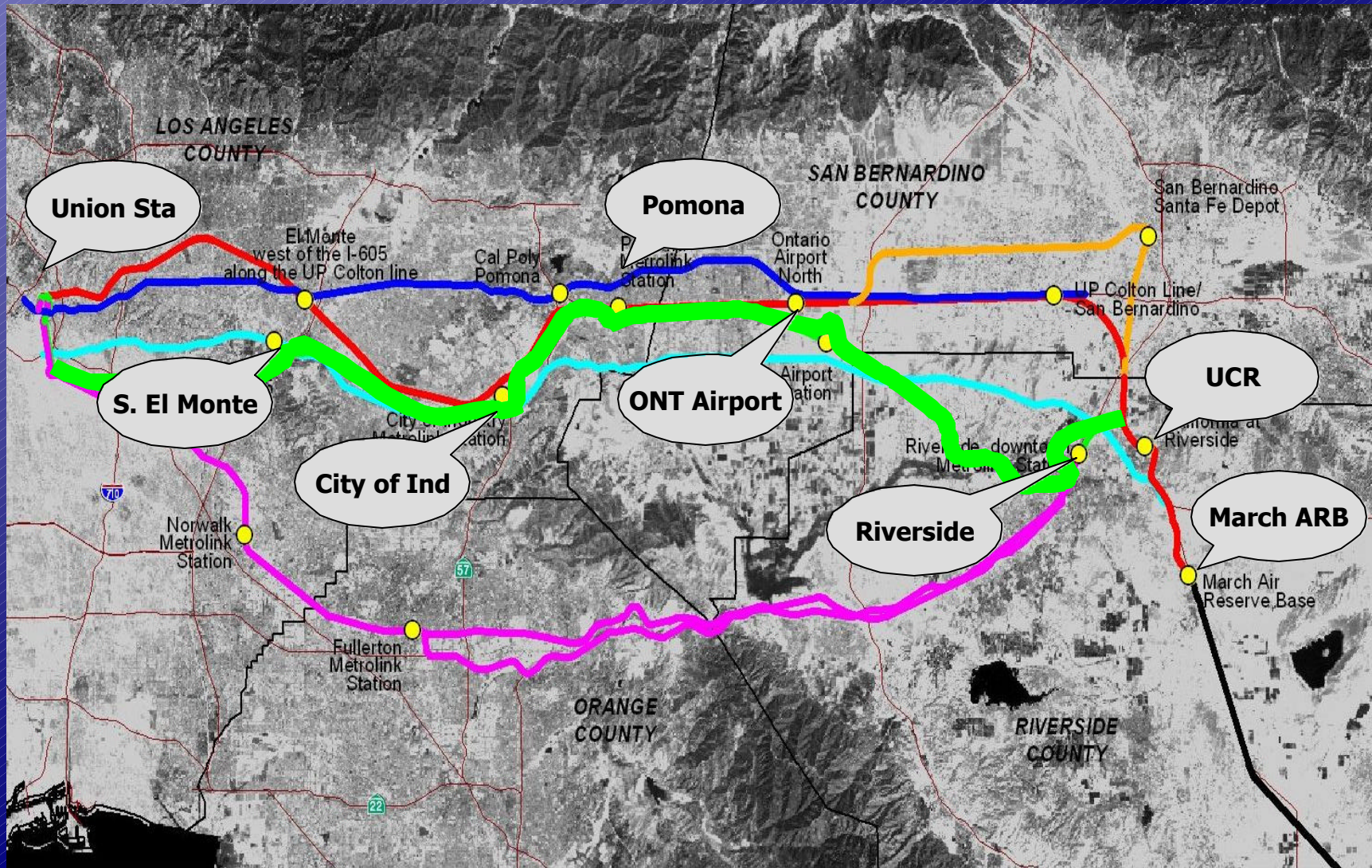
Segment 1 - Alignment 1a

UP/Colton Line



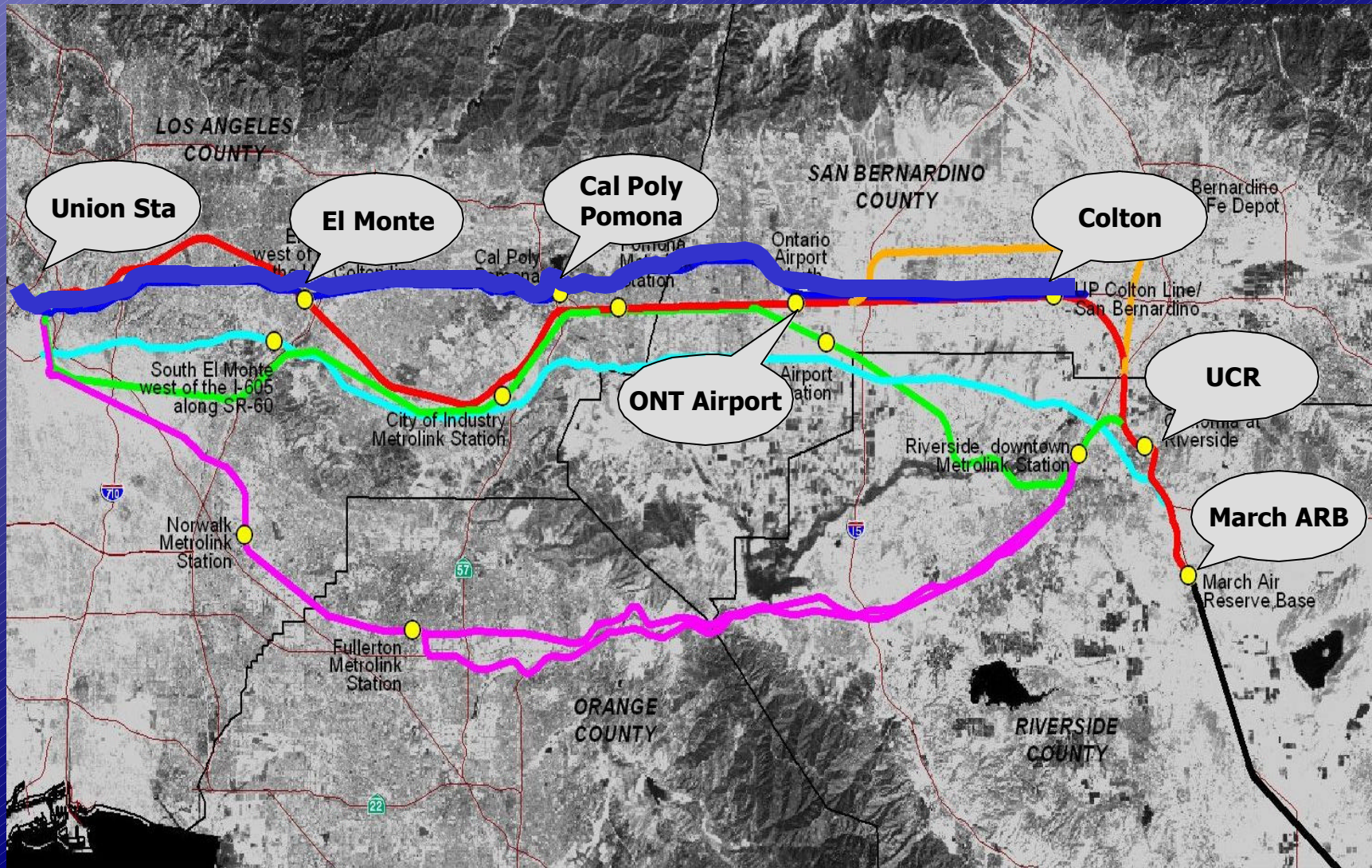
Segment 1 - Alignment 1b

UP/Riverside Line



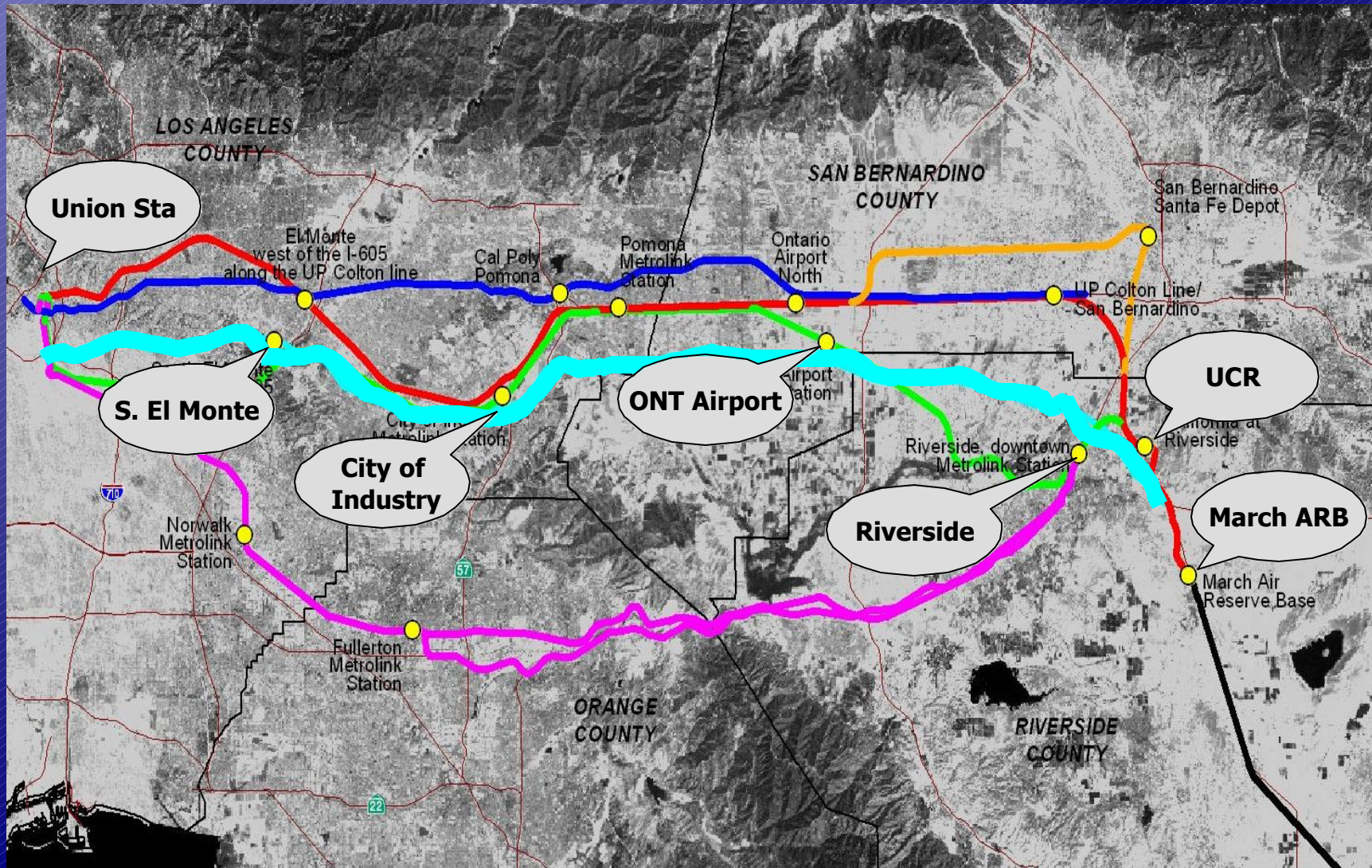
Segment 1 - Alignment 1c

I-10 Freeway

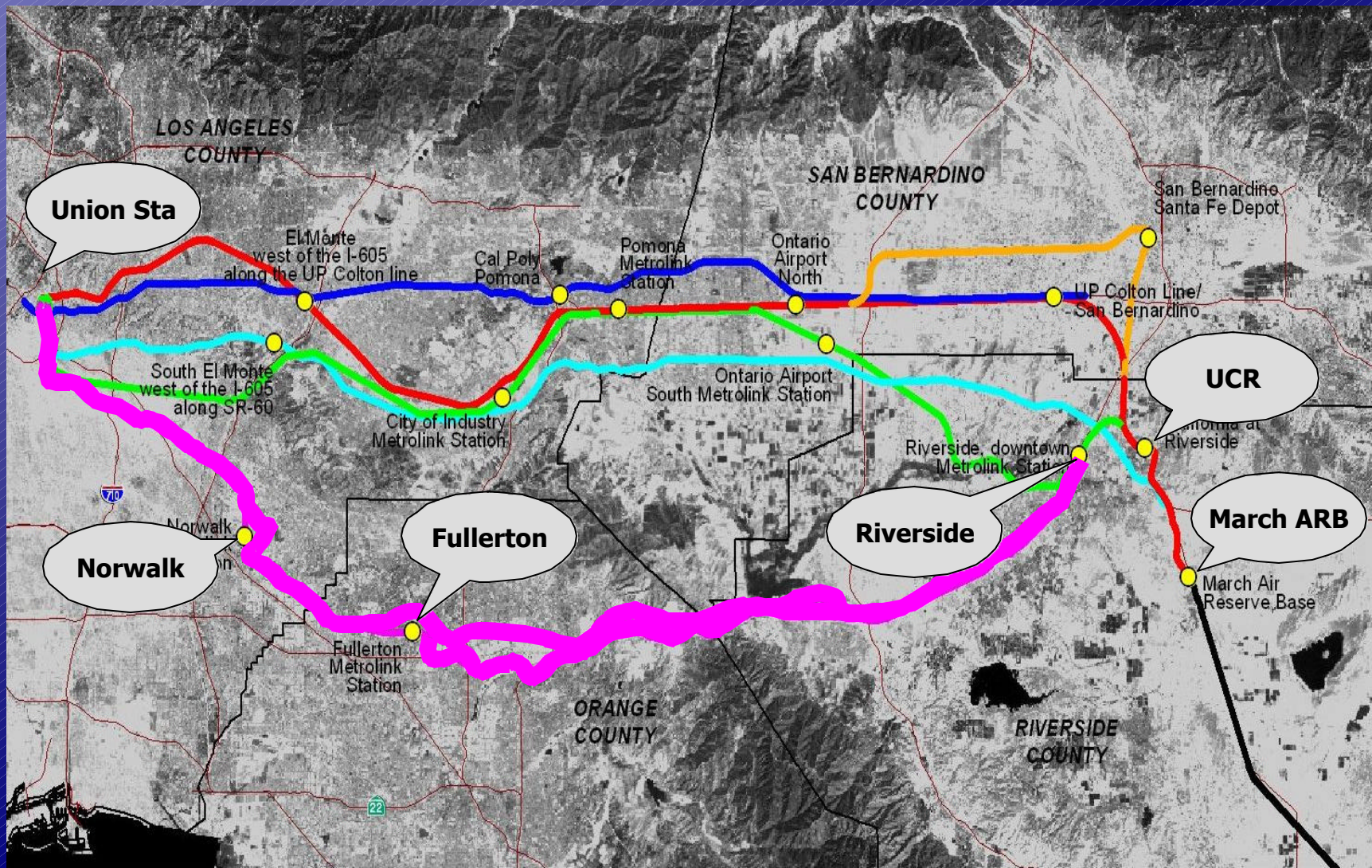


Segment 1 - Alignment 1d

SR 60 Freeway

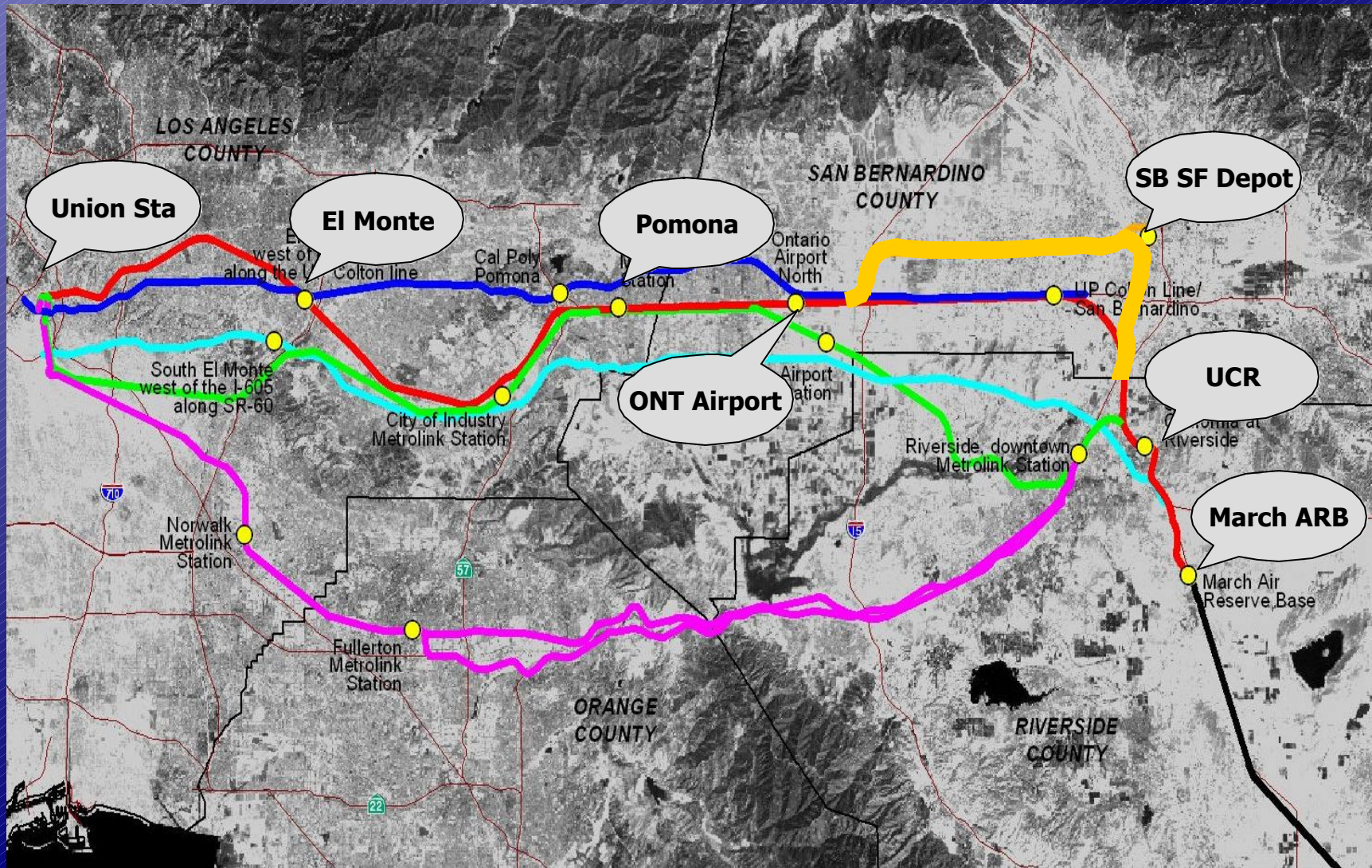


Segment 1 - Alignment 1e BNSF Fullerton Line/SR 91



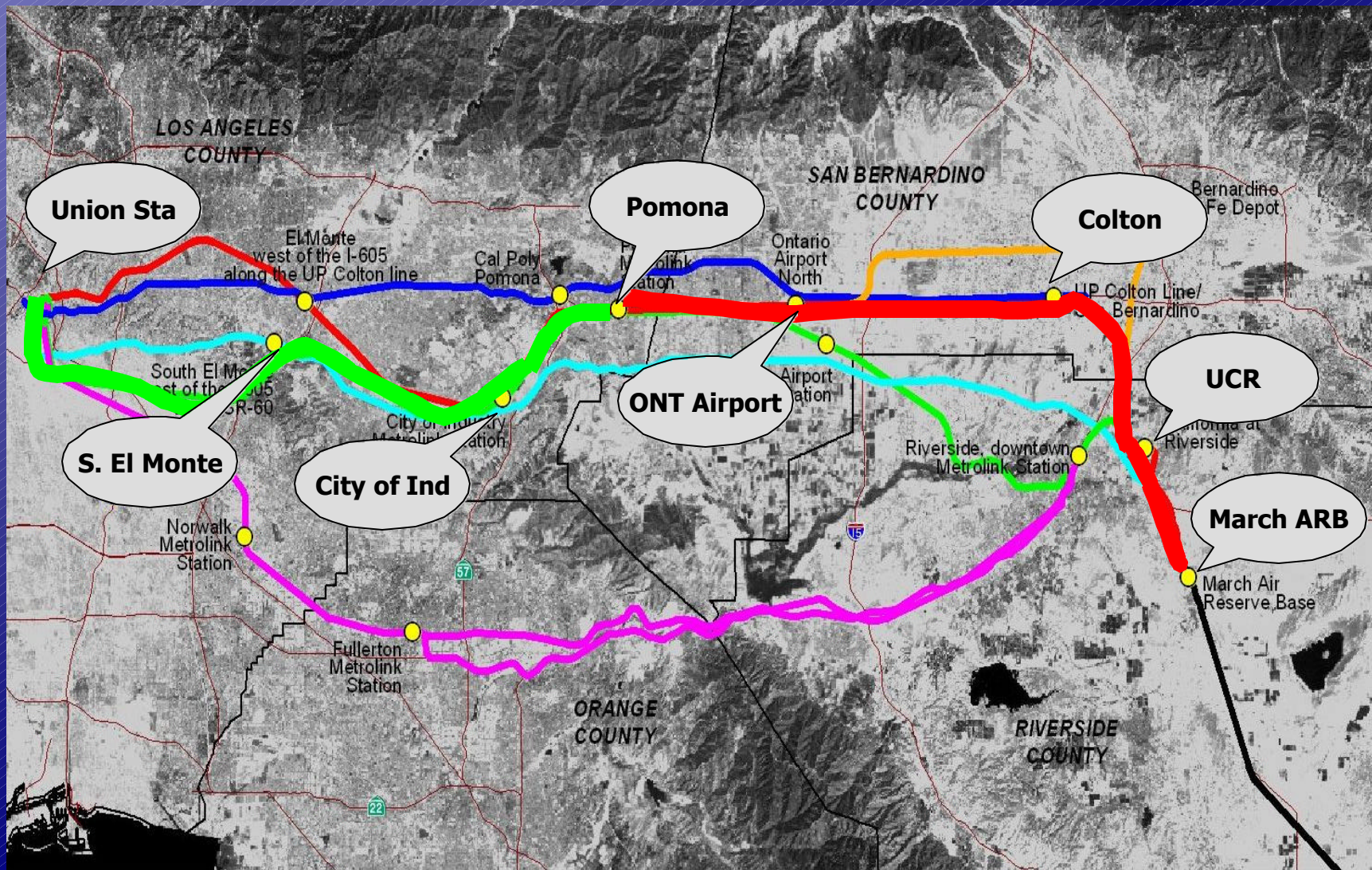
Segment 1 - Alignment 1f

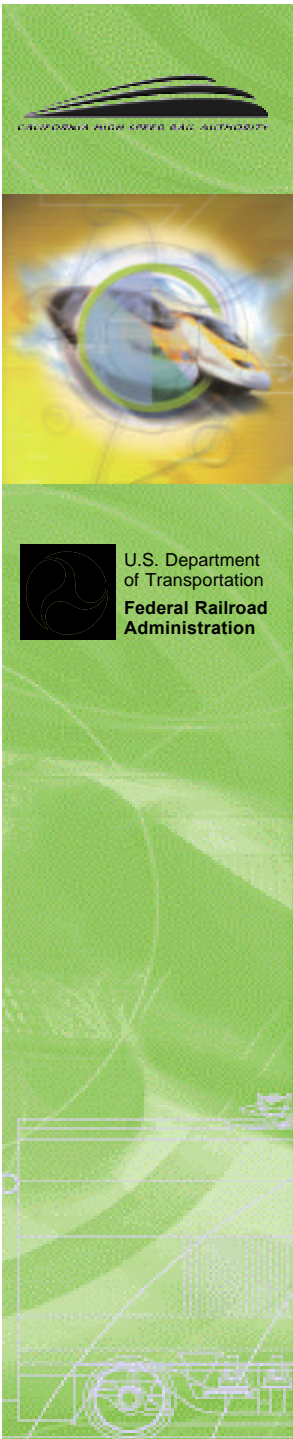
UP/Colton Line to San Bernardino



Segment 1 - Alignment 1g

UP/Riverside - UP/Colton Line





Alignment & Station Evaluation

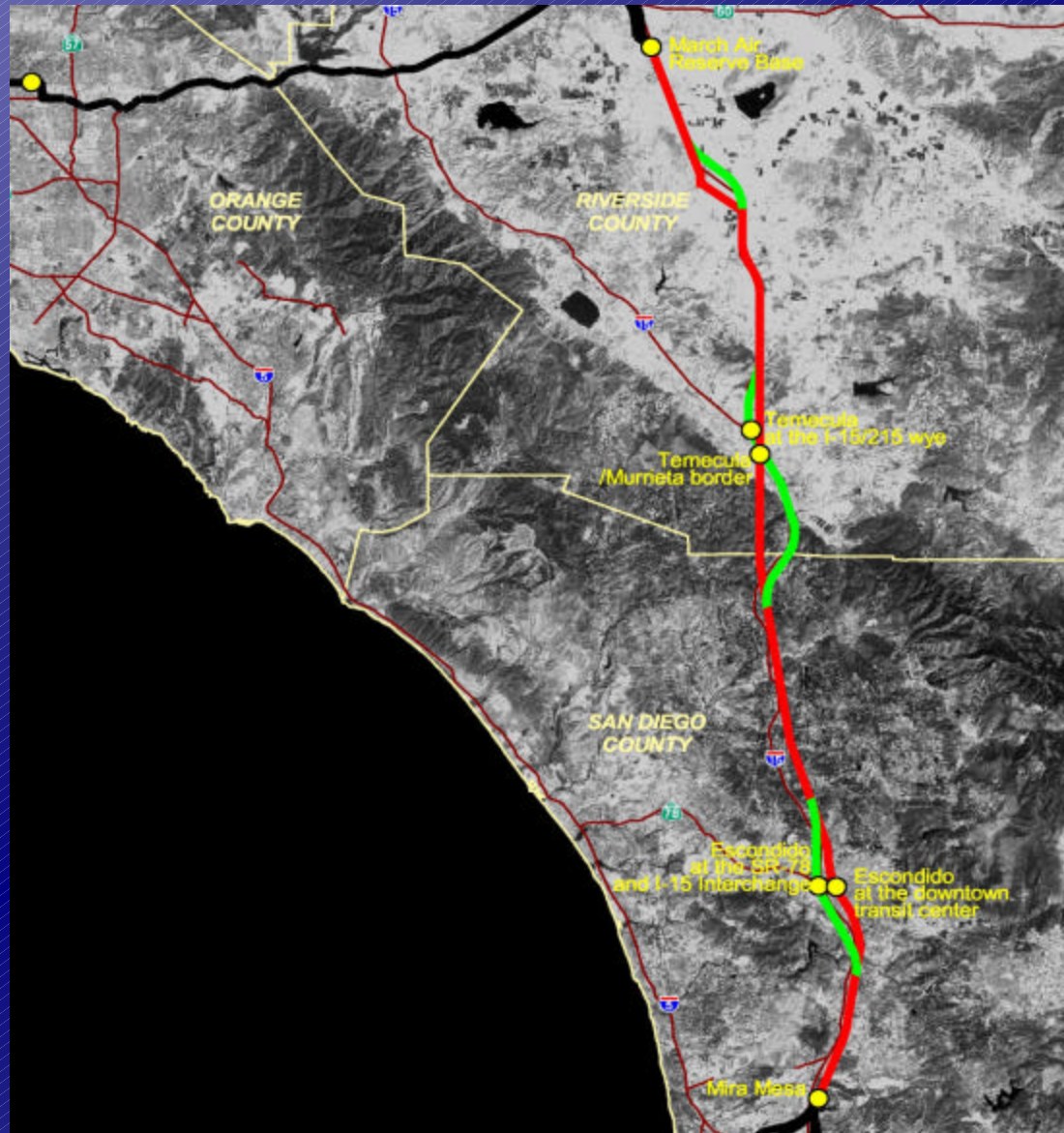


Historic Pomona Station

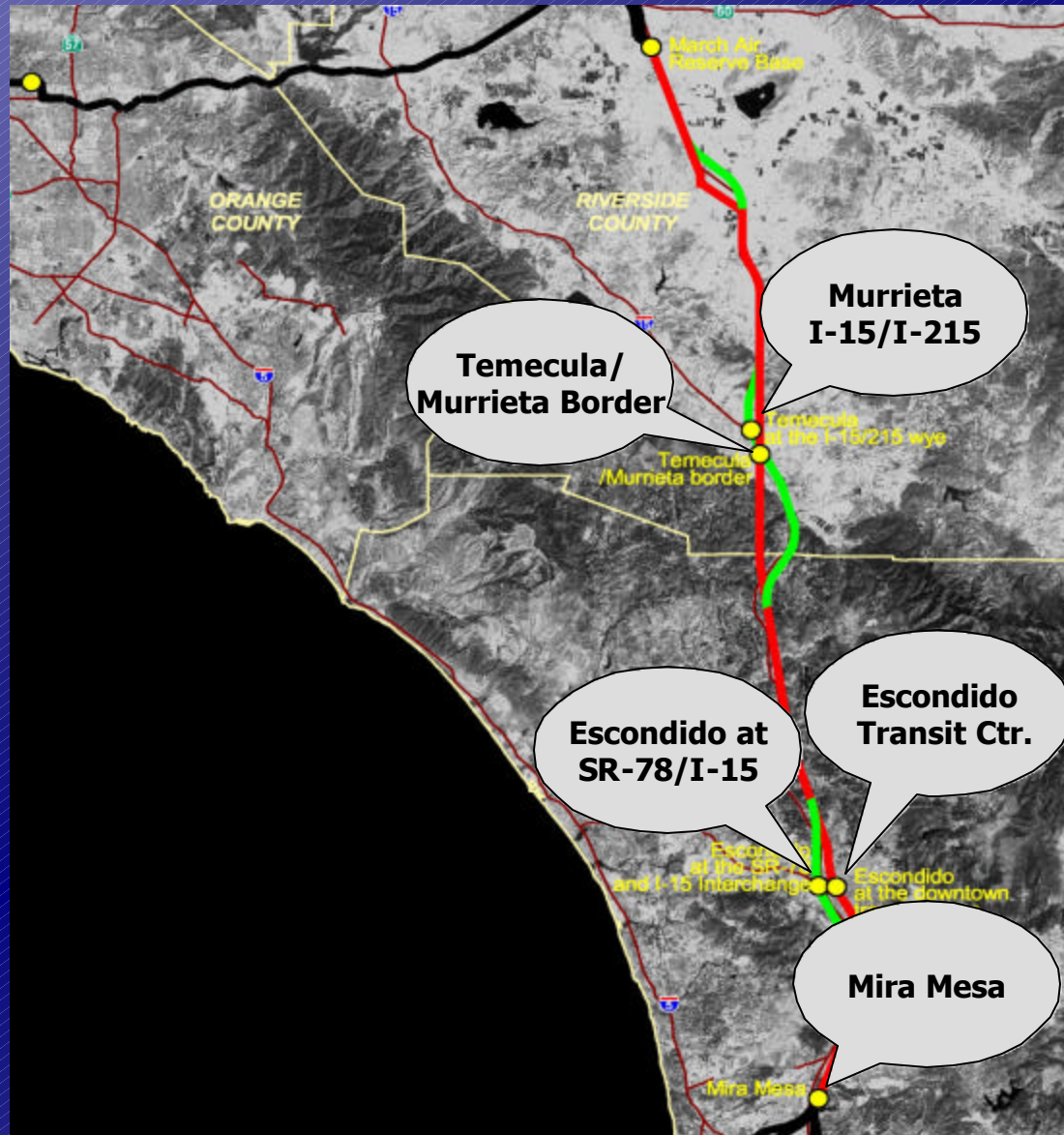


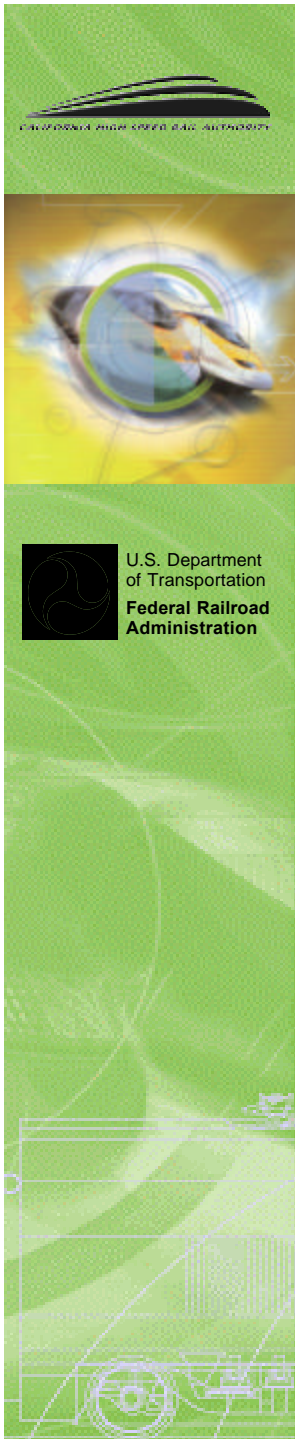
Alignment Configuration at Pomona Metrolink Station

Segment 2 - March ARB-to-Mira Mesa



Segment 2 - Alignments 2a and 2b





Alignment & Station Evaluation



Escondido Transit Center Station

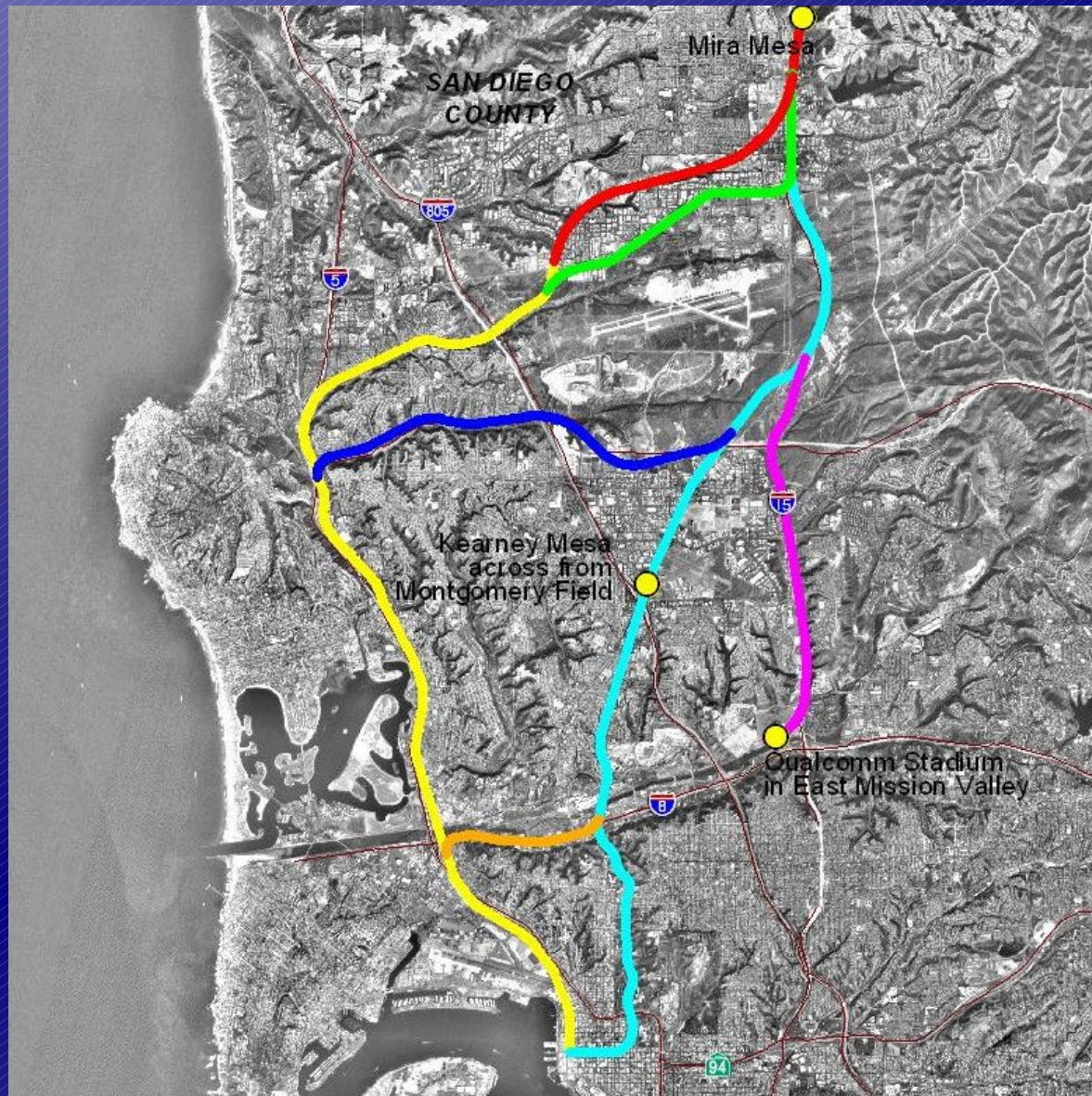


I-15 Freeway Alignment



Wetlands Along I-215

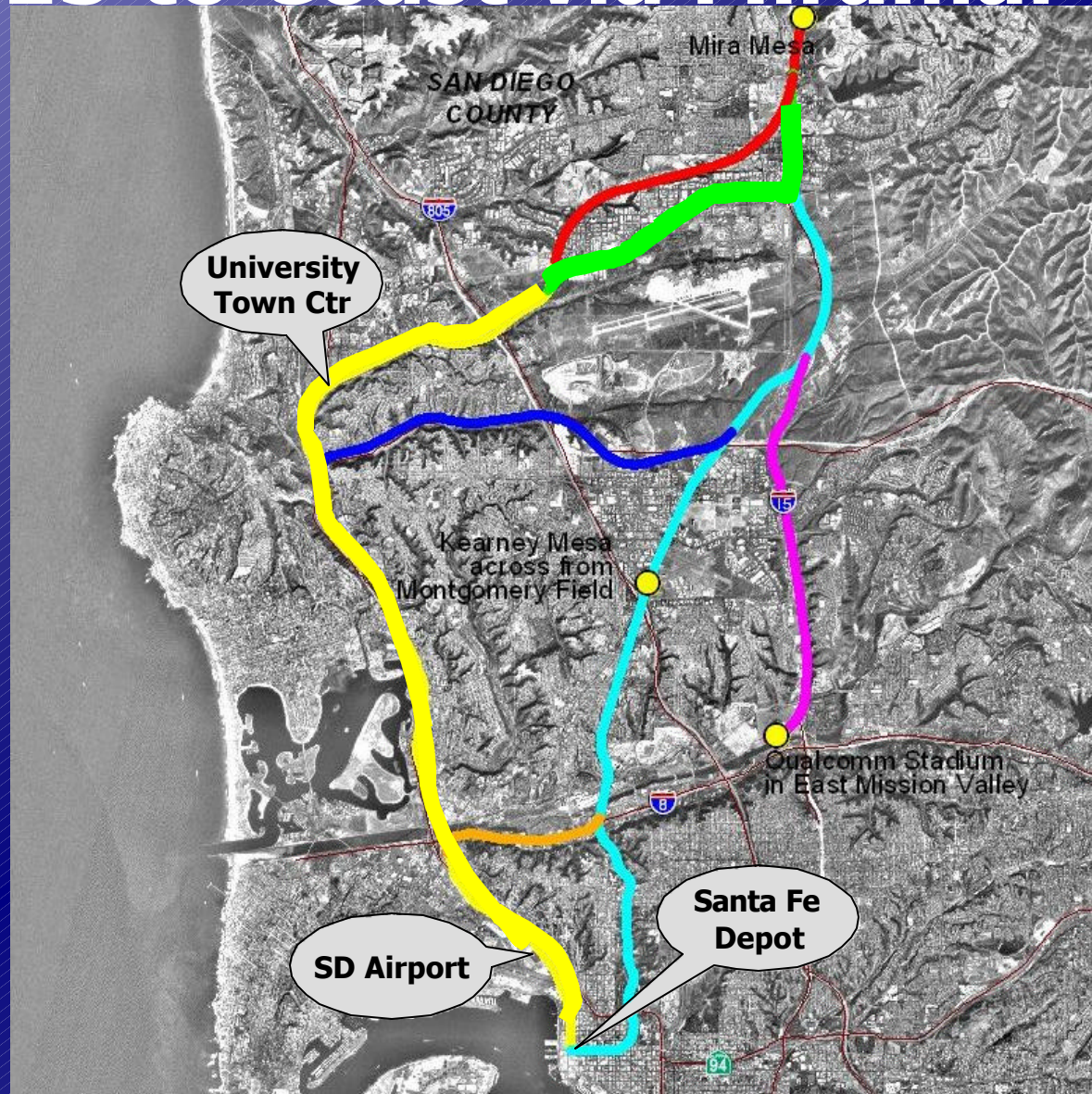
Segment 3 - Mira Mesa-to-San Diego



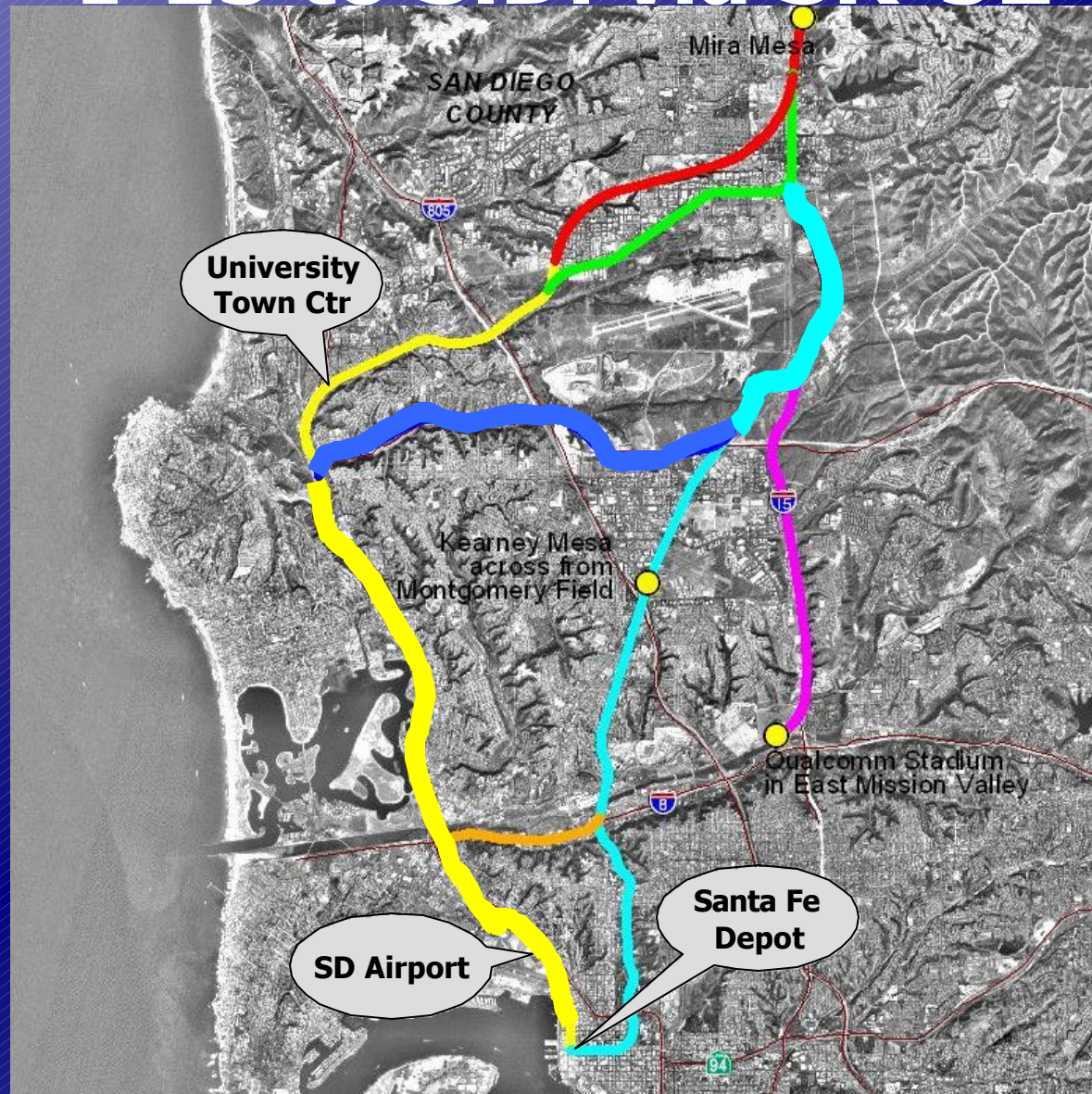
Segment 3 - Alignment 3a I-15 to Coast via Carroll Cyn



Segment 3 - Alignment 3b I-15 to Coast via Miramar Rd



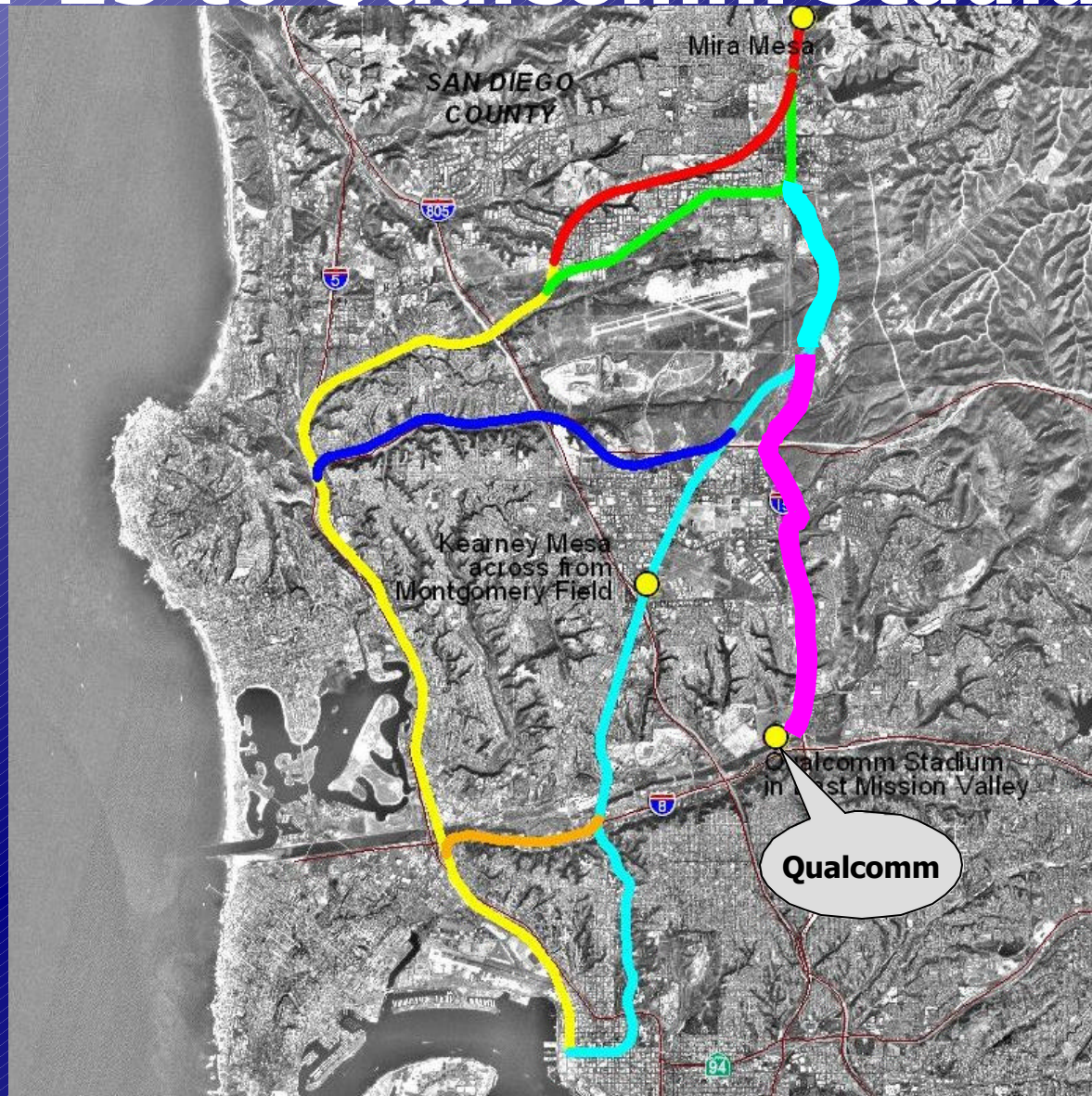
Segment 3 - Alignment 3c I-15 to S.D. via SR-52



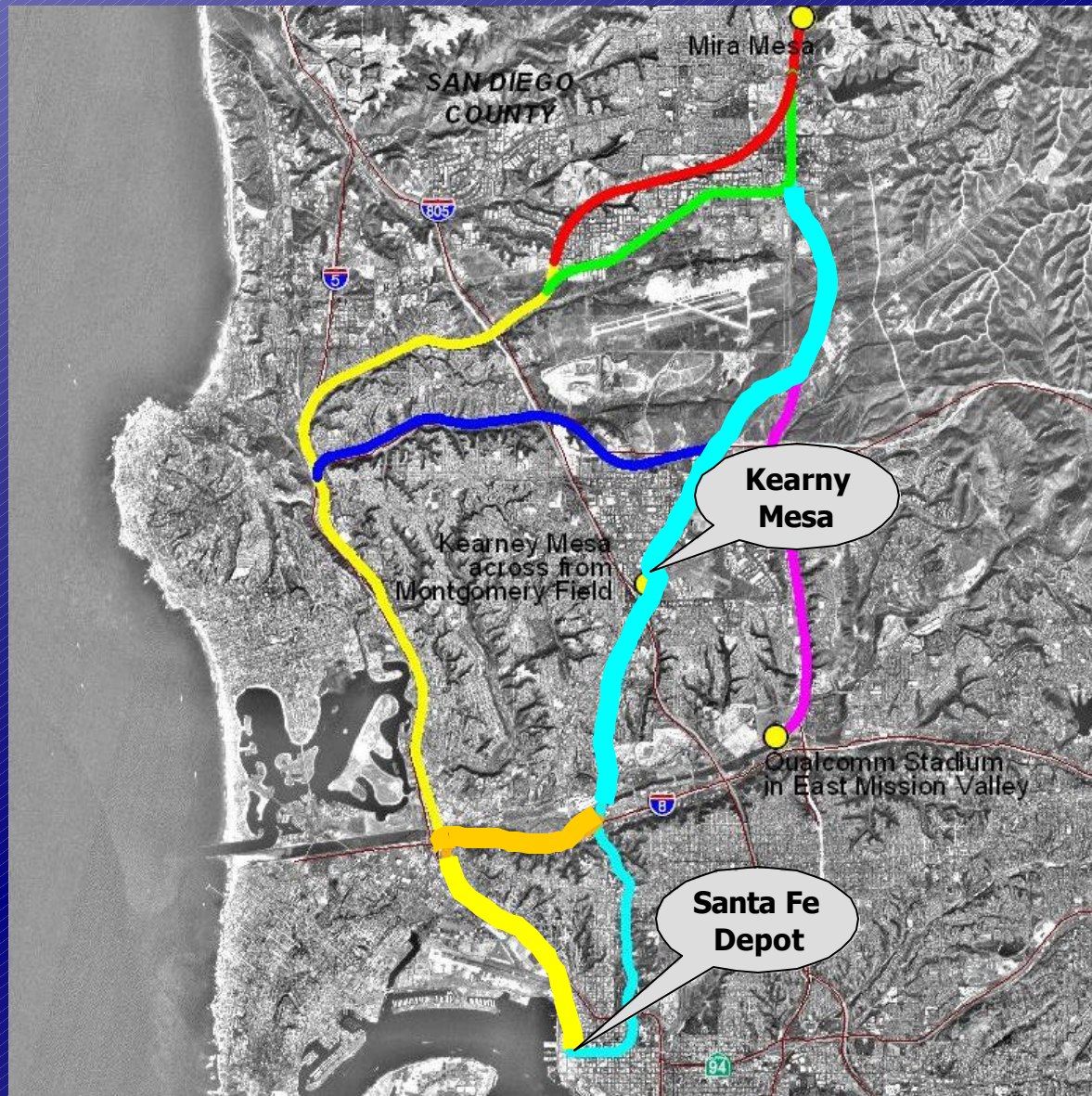
Segment 3 - Alignment 3d I-15 to SR-163 to San Diego



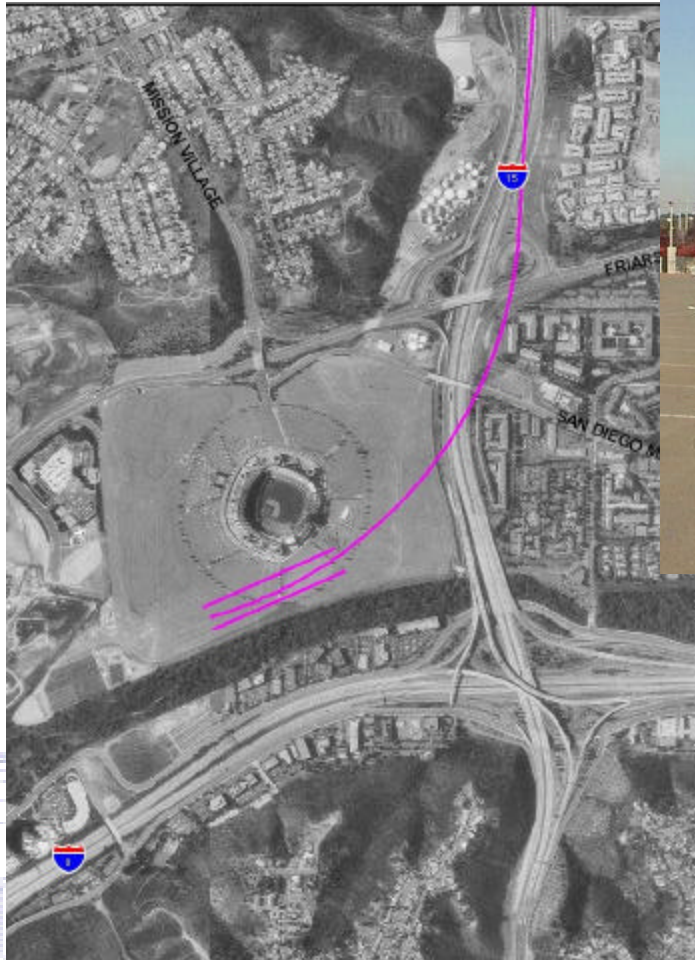
Segment 3 - Alignment 3e I-15 to Qualcomm Stadium



Segment 3 - Alignment 3f I-15 to SR-163 to I-8 to S.D.



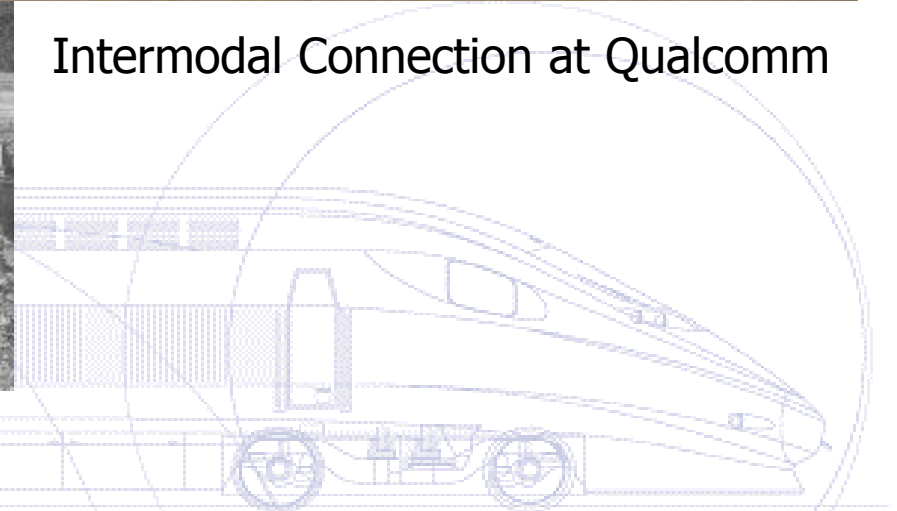
Alignment & Station Evaluation



Qualcomm Terminus Station



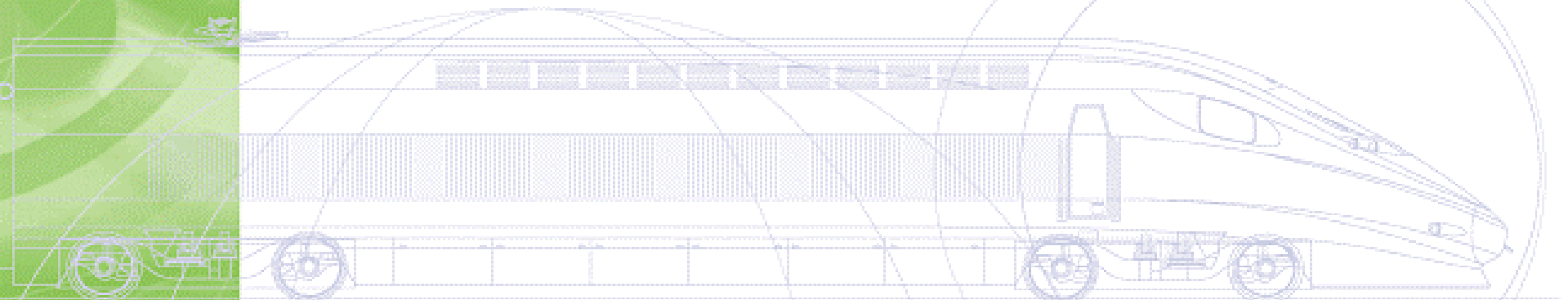
Intermodal Connection at Qualcomm



Overall Corridor Summary

• Challenges

- Availability of freeway right-of-way
- Environmentally sensitive areas
- Land use impacts in dense urban areas
- Selection of L.A.-Inland Empire stations
- Location of San Diego terminus



Overall Corridor Summary

- **Opportunities**

- Good intermodal connections
- Ability to minimize environmental impacts with aerial, trench & tunneling construction methods
- Ability to meet CAHSRA travel time goal of one hour between San Diego and L.A.

